

## REAL TRANSIT FOR SUBURBS ALMOST READY

Bronx and Westchester  
to Get Express Ser-  
vice in the Fall.

BROOKLYN'S DAY NEAR.

To Make Outlying Lands Fit  
for Homes Will Cost  
a Billion.

New rapid-transit booms are starting  
in the suburbs.

To prepare for express service pro-  
moters are hastening a mass of far-  
reaching improvements. Thousands of  
cottage homes are being completed.  
Miles of streets are being graded, paved,  
sewered. Landscape gardeners are  
transforming vast tracts of former  
waste lands into beautiful residential  
parks.

Brooklyn, Queens, the Bronx and  
Westchester are most busy with prepa-  
rations. The Bronx and Westchester  
are to have the new express  
service in the fall. Brooklyn and  
part of Queens will have it after the  
first of the year. Then there will be  
a new series of larger and more im-  
portant rapid-transit works to be re-  
alized. For nearly a decade on after  
another of the great projects will be  
completed and placed in operation.

The electrification of the New York  
Central and New Haven Railroads and  
suburban systems will come first. They  
are intended to open the entire Bronx  
and most of Westchester to half-hour  
transit connection with Manhattan  
business centers. Many parts of those  
districts will be nearer than the half-  
hour limit. Far outlying sections be-  
yond Westchester, even into Connecti-  
cut, will be drawn into the daily com-  
munion zone.

When the new service is in full opera-  
tion the business man can go north for  
twenty to twenty-five miles from down-  
town centers as quick as he does now  
to Harlem. The service will open a  
wide residential district of the highest  
class. It is expected that the fall and  
winter will see a notable real estate  
movement throughout that entire sec-  
tion to greet the actual inauguration  
of the long-promised express transit.

Traffic Tide Turns East.

Hardly will the north sections have  
realized the advantages of the new  
service before the rapid transit sub-  
way extension to Brooklyn's City  
Hall will be opened for traffic. It will  
mean a tremendous tide of expansion  
eastward, according to Brooklyn pro-  
moters. To continue the subway as far  
as the Atlantic avenue junction with  
the Long Island Railroad will be the  
work of only a few weeks. That will  
extend the subway traffic over all of  
the Long Island Railroad lines which  
are to be equipped for quick service.

The railroad has been channeling its  
near suburban service lines from steam  
to electricity for many weeks. It has  
nearly all the lines within the twenty-  
mile zone from Manhattan ready for  
electric express service. By the time  
the subway extension is in operation  
to the Atlantic avenue junction the en-  
tire Long Island Railroad suburban  
lines in the communication zone will be  
operated by electricity. It will mean  
an express service to the twenty-five  
mile limit similar to that which is in  
operation on the Manhattan Subway  
and like that which the New York  
Central and New Haven railroads are  
to furnish.

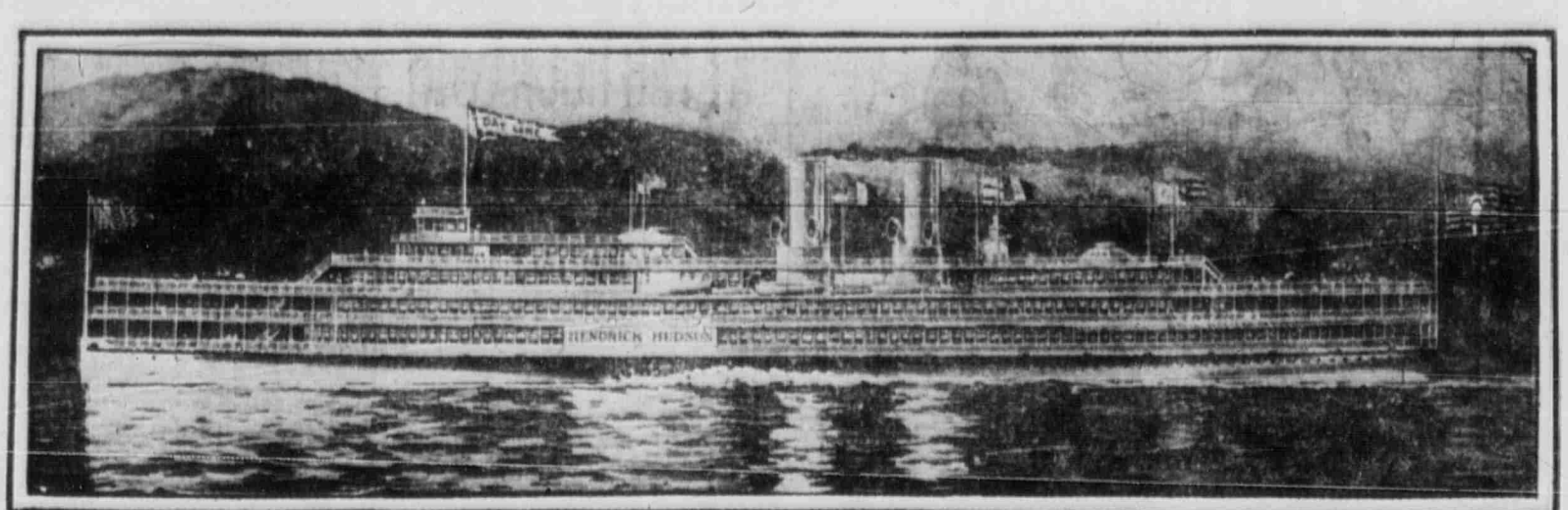
Ready for Big Inflow.

The rapid transit subway extension  
will offer a straight run from Man-  
hattan to the Jamaica district over the  
Long Island Railroad tracks from At-  
lantic avenue. The railroad's general  
electrification will provide a service  
nearly as prompt along all its branches.  
Bronx builders and land developers  
have been preparing for their new trans-  
it service for more than a year. West-  
chester has invaded the Bronx in its  
work of discounting the imminent ex-  
pansion.

Brooklyn and Queens are showing  
greater energy as the time for the new  
service draws nearer. Brooklyn is  
especially active because it will get first  
benefits from the new east-and-west  
roads. Huge land development opera-  
tions are under way there and even  
greater ones are under negotiation.  
The past week saw some notable  
transactions, which were intended di-  
rectly to discount the new service.  
They included the purchase of three  
farms along Liberty avenue, just be-  
yond the line of the Kings County  
elevated railroad. For 1,800 lots the  
buyers paid \$1,250,000.

Huge Deals in Old Farms.  
The Robinson farm was sold by the  
McLaughlin Real Estate Company to  
syndicates of capitalists from Manhattan  
and elsewhere. It was organized under  
the name of the Ozone Real Estate and  
Improvement Company.  
The purchase price was \$855,000 of

## Hendrick Hudson, the New Floating Palace Steamboat of the North River



The Hendrick Hudson.

### PLATE-GLASS BOAT IS READY TO SAIL

The Hendrick Hudson Will  
Make Initial Trip

Monday.

When the new steamboat Hendrick  
Hudson, of the Hudson River Day  
Line, will make its maiden trip to  
Albany she will without doubt be  
the finest craft of her sort afloat.

The plate-glass steamboat, as she has  
been called, is an entirely new crea-  
ture in construction of river craft, and  
her type will probably be copied ex-  
tensively by passenger-carrying lines,  
since in her are incorporated all the  
suitable features of the great Atlantic  
liners.

There is a certain historical interest  
in her trip. It was on Aug. 11, 1807,  
that Robert Fulton started with the  
steamboat Clermont for the first  
steam journey to Albany; he returned  
on Aug. 12. The Hendrick Hudson will  
be up at her New York dock on her  
return just ninety-nine years after  
Fulton's feat.

She Has Six Decks.

The Hendrick Hudson is 40 feet long,  
32 feet broad at the widest point, and  
has a draught of 10 feet. She has  
six decks, including that on which  
the lunchroom is located. The lunch-  
room is the main deck, and is a  
new steamboat will not be freight  
carrier and all the space is here used  
for the passengers. She can accom-  
modate 5,000 of them without crowding  
and with every convenience of a first-  
class hotel.

The main deck forward is a large  
saloon enclosed in plate glass, as is  
nearly every other section of the ves-  
sel. In no other way can the scenery be  
seen so well as from the Hendrick  
Hudson. The plate glass is of the  
"plate-glass steamboat" type. This forward  
hall is for observation, while the rear  
deck is a dining room, which will  
seat 250 persons. It is finished in ma-  
hogany and with varnished flooring.

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### BESET BY FLEAS, BROOKLYN GIVES CRY FOR RELIEF

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